

AFFAIRS OF THE RAILWAYS.

MILWAUKEE, Wis. May 10.—The Western classification committee, which has been in session since Tuesday morning, completed its labors this afternoon and adjourned to meet in St. Paul in November. The principal changes made are as follows: Iron trunklinings in boxes, boxes or barrels, will hereafter take second-class rates; lard in cans, when shipped in boxes or crates, fourth-class; lard in boxes, second-class; wood, second-class; straw, second-class; feed and other, first-class; same when over five feet, double first-class; the same in carloads, minimum weight 1,000 pounds, third-class; iron brackets in boxes or barrels, second-class; granite monuments or bases, hammered or rough dressed, released, fourth-class; the same in carloads, first-class; straw bonnets, hats and caps in boxes, first-class; straw goods not otherwise specified, double first-class; pelts and peltries not dressed, first-class; pumps, tubing wood, soft lumber rates; furniture, all kinds, new, in carloads, minimum weight 10,000 pounds, third-class.

Live Stock Rates Reduced.
New York, May 10.—The joint executive committee, freight department, of the seaboard trunk lines and the Central Traffic Association, held a five-hour executive session at Pool Commissioner Fink's office to-day. The live stock and dressed beef rates between Chicago and New York were discussed. The live stock men contended that the rate of 45 cents per cwt. for dressed beef was too low, and the dressed-beef shippers held that the rate was so high that they could not ship in opposition to the 35 cents per cwt. allowed on live stock. It was finally decided to reduce the freight on live stock from 35 to 25 cents.

Personal, Local and State Notes.
John B. Ruter has been appointed ticket and freight agent of the Ohio & Mississippi road at New Albany.

A meeting of the general managers of several of the roads interested in the coal traffic will be held here to-day, for the purpose of talking over rate matters.

The new freight and passenger rates on the Iowa roads took effect yesterday. This means that their connections in this territory must revise their rates to fit.

The C. & B. Q. has ordered two vestibule trains which it proposes to run between Chicago and Kansas City in competition with the trains the Washburn proposes to put on.

The Hendricks Club has closed a contract with the Indianapolis & St. Louis road to run them to St. Louis and return, next month, to the Democratic national convention.

Paymaster Crawford, of the Vandallia, was on his monthly rounds yesterday, reaching Indianapolis. His disbursements for service and general account reach \$180,000 a month.

The consolidation of the mutual benefit association of the Indianapolis & St. Louis road with that of the Bee-line association, will swell the membership of the latter to 1,340 members.

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Commencing Monday next, the evening train north over the Lake Erie & Western road will not depart until 7 p. m., one hour and thirty-five minutes later than at present. On this train will be hauled a coach for Detroit, which will arrive there at 7:30 A. M. The coach coming south will reach Indianapolis at 10 A. M.

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European papers are publishing as great improvements in railway coaches as any stating that the Southwestern railway is building 115 coaches with six-wheeled trucks, upholstered seats, lavatories and water-coolers. They will also be heated. The poorest cars run on American roads have water in cars used to haul live stock, and as six-wheeled trucks, many of the roads are giving them up and using a four-wheeled truck, with a heavier wheel and axle.

H. B. Duval, receiver of the Florida Railway and Navigation Company, is spending a day or two in the city. With the assistance of T. A. Phillips, his general superintendent, who is well known in Indianapolis railroad circles, he has succeeded in making a first-class road of the Florida concern. There is 600 miles of main track, and 500 of it is laid on the water level. Twenty new engines have been added to the equipment and a large number of freight cars. New stations have taken the place of sheds at Jacksonville, a building 100 feet square and three stories high, has been erected for the general office. The shops at Tallahassee have been rebuilt, and those at Pensacola are being rebuilt. The road will give an excellent outlet to the north. New steamships

are run in connection with the road from Jacksonville and Pensacola to New York twice a week, and the revenue of the road is steadily increasing. When reorganized it will be known as the Florida Central & Peninsula road.

Miscellaneous Items.

Capitalists of Paris, Tex., have organized a company to build a road from Paris to Little Rock, Ark.

The Janney Car-coupler Company are now equipping 20,000 cars of the Pennsylvania, the Erie and New York Central.

The Louisville & Nashville company announce the completion of their Pineville extension, running from Corbin, Ky., to Pineville.

Recently prepared statistics show that there are in use on American roads 215 locomotives, 19,232 passenger cars, 6,235 baggage cars and 845,914 freight cars.

The Philadelphia & Reading road is lighting its passenger coaches with gas. It is carried in a steel cylinder under the coach and compressed to 1,500 pounds to the square inch.

The Oregon Pacific Railroad Company has three surveying corps in the field locating the line eastward from Albany. This indicates an early resumption of work on the extensions of this road.

The traction increase, which the Erie people have been testing on the main line, proves a valuable invention. In one test the engine hauled 121 per cent. above its rated load and in another 14 per cent. additional, and made running time.

The Central of Georgia system comprises, with its new additions, 2,234 miles of railroad, with 1,000 passenger cars, 1,000 freight cars, and 1,000 locomotives. It is the largest system in the State of Georgia with a net-work of roads, and has two ocean termini, one at Savannah and another at Port Royal.

It is stated, officially, that under the interstate-commerce law 50 per cent. of the scheduled travel over the Union Pacific has been got rid of. The Union Pacific, owing to its geographical position, was the worst sufferer from the free pass abuse in the country.

Freight men say that if the new Iowa railroad law is enforced, competition will be entirely wiped out, and instead of giving the shippers the rate they want, it will force them to pay higher rates. It will not do for a long time to meet the rate made by the shorter route between two common points, no matter how high the rate may be by the short line, because it will reduce the rate per mile over the entire mileage of every road in the State.

The March statement of the Chicago, Burlington & Northern road is without a parallel. The cost of operating the road was \$34,000 in excess of the earnings, and the total receipts for the first quarter of the year were sufficient to meet operating expenses and leave to pay fixed charges and dividends the handsome sum of \$63.

The old Danville, Olney & Ohio River, in proportion to the Indianapolis & St. Louis road, is much more favorable exhibit than the C. B. & N. road.

LETTERS FROM THE PEOPLE.
Physician, Heal Thyself.
A LESSON WORTH HEEDING.

Post-Dispatch.
Four years ago Mr. Melville W. Fuller, of Chicago, was a candidate for a position on the Chicago delegation to the convention which nominated Mr. Cleveland. He was a professional ballplayer, and his name was on the list of the Chicago delegation.

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WARNER'S SAFE CURE

ARINGTON, Ind., Jan. 7, 1888.—Have used Warner's Safe Cure, and can recommend it.
S. M. Stinson
FOREST, Ind., Jan. 13, 1888.—Have used Warner's Safe Cure, and it has done me more good than any other medicine I ever took.
Lewis Sims
MY ZION, Ind., Dec. 11, 1887.—Our family can attest the merits of "Warner's Safe Remedies."
David P. Huffman

If You Keep the Kidneys Well, All is Well

DISCO, Ind., Dec. 16, 1887.—I have used "Warner's Safe Cure," and know it to be good.
Alfred Dillman
PENDLETON, Ind., Dec. 3, 1887.—We would not be without "Warner's Safe Cure" in the house.
Apr. J. Y. Robinson
MADON PARK, Ind., Dec. 13, 1887.—My wife attests "Warner's Safe Cure" is the best medicine she ever found.
Daniel M. Bowers

The Liver is the Lurking Place of All Malaria

CENTER, Ind., Dec. 3, 1887.—My family has used "Warner's Safe Cure." It is the best in the world.
Blanche B. Berkley
ORESTER, Ind., Dec. 3, 1887.—Some of my neighbors are taking "Warner's Safe Cure" for Kidney and Liver disease with satisfactory results.
Mrs. Mary A. Cook
FR. WAYNE, Ind., Jan. 15, 1888.—My husband has used "Warner's Safe Cure" and "Warner's Safe Nervine" for General Debility, and found them valuable medicines.
Estelle D. Johnson

DYSPEPSIA and MALARIA Cannot Prevail

CARMEL, Ind., Dec. 6, 1887.—I took "Warner's Safe Cure" five years ago, and it did me more good than any medicine I have ever taken. "Warner's Safe Cure" is now our medicine.
Sarah E. Hinshaw
ALEXANDRIA, Ind., Dec. 31, 1887.—My father says that nothing helps him like "Warner's Safe Cure" for Neuritis, Rheumatism, or a general derangement of the whole body.
John W. Hestings
KINOSLAND, Ind., Jan. 7, 1888.—My wife thinks there is no medicine in the world like Warner's Safe Cure. I can heartily recommend it to all suffering from kidney trouble and other complaints.
Andrew Brichy

When the Blood is Kept Pure and Clean

ORESTER, Ind., Jan. 5, 1888.—In the spring of 1887 I was afflicted by female weakness caused by kidney complaint. I took three bottles of "Warner's Safe Cure" and to-day am well. In the summer of 1884 my husband suffered with pain in the side, shoulders and back. Two eminent physicians were called, and said he was afflicted with kidney and liver disorders, brought on by an attack of measles he had early in the spring. He got no better. The pain became so severe that he was unable to get out of bed. We procured a bottle of "Warner's Safe Cure," and before he had taken half of it he was better. Five bottles completely cured him.
Mrs. Lido Walbond
NEVADA, Ind., Jan. 14, 1888.—Shortly after marriage I found, to my dismay, that my wife had all the symptoms of Bright's Disease. The kidneys, my father died of that dreaded disease. Without delay I purchased a bottle of "Warner's Safe Cure" and gave it to her. She took it for a week, and the doctors, who had been called, said she seemed to be no better. I consulted another physician, who doctored her for female complaint, with some success, but she soon relapsed. The doctors now said it was consumption in the first stages. After having taken less than one dozen bottles, and no other medicine, she is in better health than she has been for years, and she says it is all due to "Warner's Safe Cure."

THE ONLY SIMPLE, SCIENTIFIC BLOOD PURIFIER IS

WARNER'S SAFE CURE

Courier-Journal of Jan. 23, 1887, with another in the same paper of Jan. 31, in which he asserted that Cleveland had determined to kick the Irish out of the Democratic party, and fill their place with mungum and other rogues. But now it is discovered that this belly-crawling, which led to the extradition treaty, the fishery treaty, the dinners to Joe Chamberlain, the hauling down of "that damned green flag," has not brought in enough to fill "Paddy's place." The result is that Pat's forcible eviction from the Democratic party has been graciously postponed, until after the sun goes down Nov. 3, 1888.

William Cobbett has written the history of the rise and progress of the Democratic party, from 1816 to 1880. In Vol. I, page 288, he says: "The motto of the Democratic club of France and America is 'Debauched and Carthage.' English manufacturers must be annihilated." Mr. Cobbett produces Jefferson's letter to Mr. Marshall, dated Jan. 1, 1820, to prove this, and the letter does prove it. In speaking of the Anglo-American free-trade faction of that time Jefferson says: "It would give you the fever to see how men who were Solomons in the council and Samsons in the fight have gone over to that 'W. England.'"

Yes, Mr. Jefferson, and it would give you the fever to see how your Democratic party has "gone over" to the same "W. England." And it would make Peter's wife's mother sick of the fever to see the Irish in America, also, "gone over" to that "W. England," as Jefferson puts it.

"Delenda est Carthago" is still the cry of Democracy. But industrial America, not trading England, is the Carthage which it is trying to annihilate. Notwithstanding the apostasy of this Democratic party, and its recantation and renunciation of the principles which called it into being, we are told that the Irish in America will support Cleveland. "Six months before the election," says Mr. Harrison, who will be and must be on the Republican ticket, or against any other Republican. "As I have already said, man is a creature of habit, and he will not change his habits without a strong reason. He will not change his habits without a strong reason. He will not change his habits without a strong reason."

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